

# SENATE RECORD VOTE ANALYSIS

105th Congress  
2nd Session

Vote No. 4

February 4, 1998, 10:37 am  
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## RONALD REAGAN AIRPORT/Advisory Group and Local Opinion

**SUBJECT:** Ronald Reagan Washington National Airport Bill . . . S. 1575. Robb substitute amendment No. 1643.

### ACTION: AMENDMENT REJECTED, 35-63

**SYNOPSIS:** As introduced, S. 1575, the Ronald Reagan Washington National Airport Bill, will amend the Washington National Airport Act to rename the airport the "Ronald Reagan Washington National Airport."

**The Robb substitute amendment** would strike the renaming of the airport and in lieu thereof would create a new Federal entity called the "Federal Facilities Redesignation Advisory Group." The group would be comprised of an equal number of Members appointed by the Majority and Minority Leaders of Congress. The General Services Administration would pay for such facilities, staffing, meetings, and hearings as were necessary. Hearings in the communities in which the facilities were located would always be required. This new entity would be charged with considering proposals to rename any existing Federal facilities and making recommendations on those proposals to Congress. It would not be in order for Congress to consider any measure to rename a Federal facility without first receiving a recommendation from the Federal Facilities Redesignation Advisory Group. The Group would not be permitted to recommend a name change for a living individual unless that individual: was at least 70 years of age; and had not been an officer or employee of the United States or a Member for a period of at least 5 years before the proposed name change. Finally, the Advisory Group would be charged with considering proposals to rename Washington National Airport, "or a portion thereof," in honor of Former President Ronald Reagan.

**Those favoring** the amendment contended:

Congress should not run roughshod over local governments' wishes when it renames Federal facilities. It especially should not do so when honoring President Reagan, who was a champion of local government authority. During Reagan's Administration, the local governments surrounding Washington National Airport and Dulles Airport were given a long-term lease for operating those

(See other side)

YEAS (35)		NAYS (63)			NOT VOTING (2)	
Republicans (0 or 0%)	Democrats (35 or 80%)	Republicans (54 or 100%)	Democrats (9 or 20%)		Republicans (1)	Democrats (1)
Akaka	Kennedy	Abraham	Hutchinson	Boxer	Coats- <sup>2</sup>	Moynihan- <sup>2</sup>
Baucus	Kerrey	Allard	Hutchison	Breaux		
Biden	Kerry	Ashcroft	Inhofe	Byrd		
Bingaman	Kohl	Bennett	Jeffords	Dodd		
Bryan	Landrieu	Bond	Kempthorne	Durbin		
Bumpers	Lautenberg	Brownback	Kyl	Feinstein		
Cleland	Leahy	Burns	Lott	Lieberman		
Conrad	Levin	Campbell	Lugar	Rockefeller		
Daschle	Mikulski	Chafee	Mack	Wyden		
Dorgan	Moseley-Braun	Cochran	McCain			
Feingold	Murray	Collins	McConnell			
Ford	Reed	Coverdell	Murkowski			
Glenn	Reid	Craig	Nickles			
Graham	Robb	D'Amato	Roberts			
Harkin	Sarbanes	DeWine	Roth			
Hollings	Torricelli	Domenici	Santorum			
Inouye	Wellstone	Enzi	Sessions			
Johnson		Faircloth	Shelby			
		Frist	Smith, Bob			
		Gorton	Smith, Gordon			
		Gramm	Snowe			
		Grams	Specter			
		Grassley	Stevens			
		Gregg	Thomas			
		Hagel	Thompson			
		Hatch	Thurmond			
		Helms	Warner			

#### EXPLANATION OF ABSENCE:

- 1—Official Business
- 2—Necessarily Absent
- 3—Illness
- 4—Other

#### SYMBOLS:

- AY—Announced Yea
- AN—Announced Nay
- PY—Paired Yea
- PN—Paired Nay

airports. Those governments have indicated that they are very much against renaming the airport. Accordingly, the Robb amendment would create a new Federal Advisory Group that would require the input of local communities when considering name changes for Federal facilities, including National Airport. We urge our colleagues to honor Reagan's legacy by supporting this amendment.

**Those opposing** the amendment contended:

The argument that a local city or authority has jurisdiction in this case is specious. The Federal Government's relationship with Washington National Airport (and Dulles airport) is indisputable. The law clearly states, "The Federal Government has a continuing but limited interest in the operation of the two federally owned airports which serve the travel and cargo needs of the entire metropolitan Washington region as well as the District of Columbia as the national seat of Government." Our colleagues strongly support Federal laws and restrictions on those airports that happen to fit their own personal needs. For instance, we have not heard our colleagues object to the Federal mandates that control the number of hourly flights to and from National Airport and the length of permissible non-stop flights to and from that airport (the so-called perimeter rule). The reality, as every Member knows, is that National Airport would almost certainly have been closed long ago if it were not so convenient for Members of Congress. Most such close-in airports in cities have closed long ago, as those cities have grown and engulfed them. Members of Congress will not allow a closure in this case, though, because it would take them a few extra minutes to drive to the Capitol from the next closest airport (Dulles) and because National Airport treats them so royally. For instance, Members have, and use, reserved parking places right next to the terminal. If our colleagues are going to make the argument that this debate is a local matter, then they ought to be consistent and really turn control over the two airports to local authorities. Those authorities would then close National Airport. Of course, our colleagues will never make that argument. They understand as well as we that as both a legal and a practical matter National Airport is a national airport, and the decision on renaming it should properly be made by Congress. Therefore, we strongly urge the rejection of this amendment.